

THE ILLUSTRATED LONDON NEWS

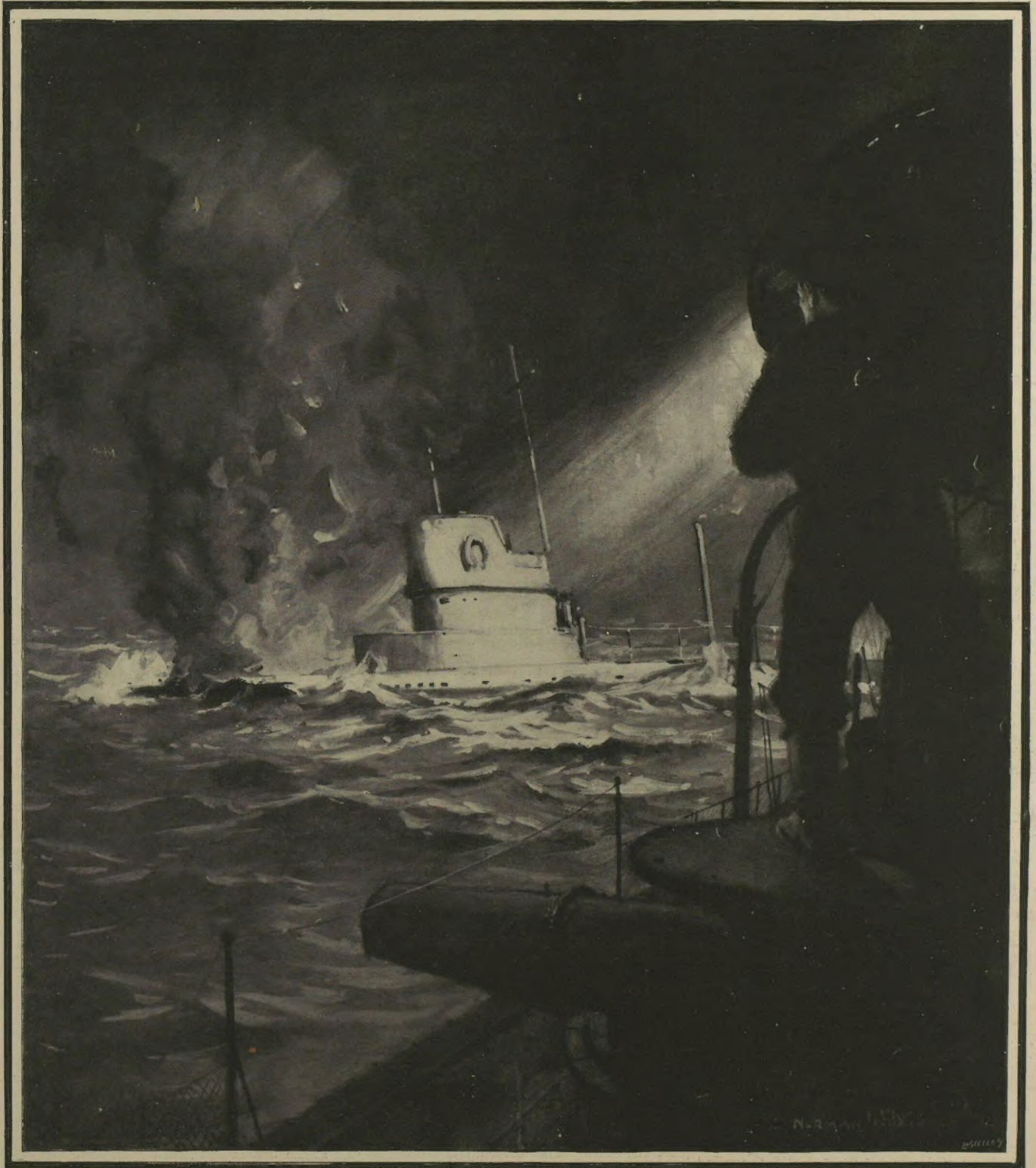
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SIXPENCE.

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SINKING UNDER THE SEARCHLIGHT OF THE "BADGER": THE LAST OF THE RAMMED GERMAN SUBMARINE.

On another page in this Number we give a drawing, by Mr. Norman Wilkinson, which illustrates the actual moment of impact between H.M.S. "Badger" and the German submarine which the British destroyer rammed and sank off the Dutch coast. Under that drawing we also give particulars of the incident. Here it is only necessary to add

that the engagement took place at dusk, a fact which, of course, adds to the credit of the "Badger's" performance in out-maneuvring her elusive opponent. The above drawing shows the "Badger's" searchlight turned on the sinking submarine immediately after the German craft had been rammed and as the destroyer was backing away.

DRAWN BY NORMAN WILKINSON. (COPYRIGHTED IN THE UNITED STATES AND CANADA.)

THE PLAYHOUSES.

"THE GLAD EYE" AT THE STRAND.

"THE GLAD EYE" ought to repeat the success its naughtiness originally secured if only because the Strand management has secured in Miss Dorothy Minto just the sort of Kiki who, with her wink and her impertinent audacity, seems to the manner born. You will remember how the little milliner comes across at a French country place young married men who have flirted with her as bachelors in Paris, and "spots" them when they return home from a pretended flying expedition. Kiki is a fund of merriment in herself as Miss Minto interprets her daring humour. But the revival of "The Glad Eye" has other recommendations. Three members of the original cast reappear; and Miss Auriol Lee as one of the suspicious wives, and Mr. Dagnall and Mr. Marsh Allen as a couple of Kiki's admirers, are too familiar with their parts not to make the most of the farce's many droll situations. Mr. Ronald Squire as the other evasive husband and Miss Cicely Stuckey as the wife so full of tearful moods complete a cast which should help to keep London fairly merry in these grim times.

AT THE BOOKSELLERS'.

FICTION.

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Crime and Punishment. Fiodor Dostoyevsky. 3s. 6d. (Heinemann.)
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By Blow and Kiss. Boyd Cable. 6s. (Hodder and Stoughton.)
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The Three Sisters. May Sinclair. 6s. (Hutchinson.)
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Once a Week. A. A. Milne. 6s. (Methuen.)
Broken Shackles. John Oxenham. 6s. (Methuen.)
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A Short History of France. Paul Wiriath and J. E. C. Bodley. 6s. (Heinemann.)
A Short History of Germany. W. A. Phillips, J. W. Headlam, and A. W. Holland.
A Short History of Belgium, Italy, and Switzerland. Rev. G. Edmondson, H. W. Stead, and Rev. W. A. B. Coolidge. 2s. net each. (The "Encyclopaedia Britannica.")
Through Siberia, The Land of the Future. Fridtjof Nansen. 15s. net. (Heinemann.)
Drake's Drum and Other Songs of the Sea. Henry Newbolt; Illustrated by A. D. McCormick, R.I. 15s. net. (Hodder and Stoughton.)
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The British Army from Within. By One who has Served in It. 2s. (Hodder and Stoughton.)
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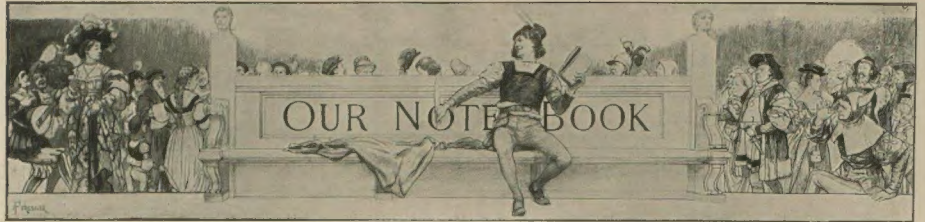
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BY G. K. CHESTERTON.

THE complete conquest and permanent government of one whole people by another is a thing that has not been thought of seriously in Western Europe for a long time. What may happen if the extraordinary political morality of Prussia has any future before it we do not know. But hitherto the actual enslavement of great nations has not taken this form. Nevertheless, Mr. Norman Angell and his friends are utterly wrong when they say that military conquest can do no harm to the culture of the conquered. I think that Mr. Norman Angell actually asked, in one of his controversial articles, whether France could be made less attractive and influential in arts and sciences merely by being beaten in battle. The obvious answer is that this calamity not only could happen, but did happen. Since the collapse of 1870 a torrent of trash and folly about the French has been poured out persistently among the nations, and has only of late begun to slacken. Things have been said on every side ever since I was a child, from which one would fancy that all the records of French history before 1870 had been suddenly lost. One might fancy that the Uhlans had put Paris up before they knocked it down. It seemed generally agreed that the victors of Wattignies and Wagram could not fight; that the race of Richelieu and Carnot could not govern; that the land of St. Bernard and of Bossuet could not understand religion; that the land of Pascal and Descartes had never heard of philosophy; that the countrymen of Ronsard had no appreciation of a poet; that the compatriots of Bayard did not know what was meant by a gentleman. There was, after 1870, a quite appreciable slump in French intellectual goods, as anyone can see by turning over a pile of journals or magazines, and marking the allusions to Racine, let us say, as compared with the allusions to Schiller. And it is this sort of intellectual overshadowing which is the deepest and most disastrous kind of conquest; and it is largely to prevent it from spreading further that half the world is fighting to-day. The deepest point of degradation was probably reached when we were taught to regard France as an enormous pleasure-resort. It was described as the country of absinthe instead of the country of wine. The ridiculous Moulin Rouge really made men forget that old and real mill that was reddened with blood at Valmy. We heard nothing of the really strenuous and subtle French thinkers who were then reconsidering the realities of our time. First, French prestige being low, we had Zola paraded before us as the very worst that even the French could do. Then it sank lower still; and Zola was paraded before us as the best that the French could do. But whether he was followed as a pornographer or a publicist, it was equally to the disparagement of France. The very word "French" was used as the scientific adjective for the foulest expedients. "La Ville Lumière," the most open, the most public, the most clear and candid place in Christendom, was talked about like a guilty secret. People were sly about it, as if it were a place of assignments. This was the last and blackest of the disasters that fell on France: when tragic Paris was turned into "gay Páree."

The French have already fought their way out of the shadow of this foreign disproportion and misunderstanding. But every nation runs the same risk; and that is why, with all apologies to Mr. Norman Angell, it does matter very much which side wins in a war. A conquered country, if it is not disliked, is liked for whatever the conqueror happens to like, not for what it likes itself. The emphasis is always laid on the wrong things. Some recent military proceedings have been something like an allegory of this. The part of France called the Champagne is interesting to all sorts of Frenchmen for all sorts of reasons. The Royalist remembers that through these plains came the Maid on that mysterious errand to turn the Dauphin into a real King. The Republican remembers that at Arcis, further south, arose that giant who "stamped his foot and armies came out of the earth"—Danton. But the cultured German officers do not seem to have been haunted by these things. They seem to have cared for nothing in the Champagne—except the champagne. Similarly, the Germans, and (I say it with shame) to some extent the English, have fallen into the habit of only asking France for the champagne of the intellect, when wines so much grander with war and love were in the bumper of Danton or the chalice of Jeanne d'Arc. That is

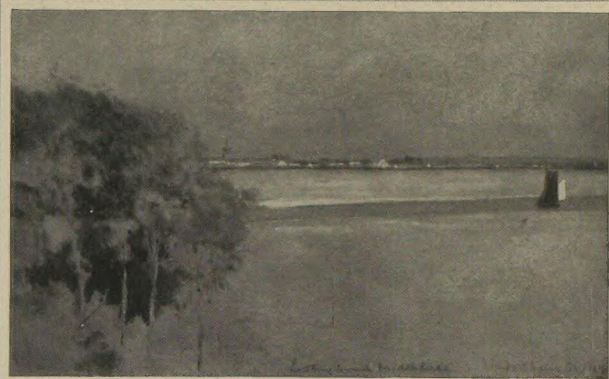
what is intolerable in the foreigner; not that he despises, but that he admires by mistake. If the Prussians (which God forbid) ever left any military mark on England, it would be anti-English even if it were meant to be pro-English. For instance, if German influence were very strong in England, I do not doubt that it would result in a colossal statue to Shakespeare, and a superb State Theatre dedicated to the performance of his plays. This would, in a sense, be a compliment. But it would be a compliment I should feel more inclined to wipe out in blood than almost any insult that could be offered to me. For the German Shakespeare is not my Shakespeare. He is a questioner—or, worse still, he is a question. He is not a poet, he is not an Englishman—worst of all, he is not a buffoon. And to cut the buffoonery out of Shakespeare is as hopeless as to cut it out of Rabelais—or, for the matter of that, to cut the name of God out of the Bible. And I should know that those who so influenced my country were really invaders, though they might seem to be pilgrims.

Or take a parallel case. Even when the German journalists are complimentary about places like Rheims, even when they are apologetic, it is clear from their very words that they do not understand exactly what the cathedrals of Northern France are to the French. They talk of them as museums, as *objets d'art*—at the very best, as the holy places of a delicate and perishing religion which culture ought to respect. In the ordinary way they say nothing. At the worst, they say things that nobody need repeat. But good, bad, or indifferent, their utterances imply, plainly enough, that they think they are blamed for hitting something tame and tired, like an old woman who might have been allowed to end her days in peace. But that is not the way the French feel about Amiens or Chartres, any more than a Shakespeare Theatre is the way I think about Shakespeare. In North France a church is not only a church; it is a church militant. The architecture is indeed called for convenience Gothic architecture; but that merely perpetuates a blunder of the Italian Renaissance. It has always been the Gallic claim that the very temples of the Gauls were as warlike as the camps of the Goths. And they do not think of Rheims as an interesting ruin, even if the Goths have made it one. They think of it as a living reality, which has, alas! become a burning reality. Here, it is said, was Clovis, who drew his sword when he first heard the story of the Crucifixion, and cried, "It would not have happened if I had been there." Here came Joan of Arc like a woman in a dream; but rode out again like a man in armour. If the Germans were really cultured, they would feel something fighting in the Gothic architecture—something that is not dead yet, and that does not mean to die. To the French, who are cultured, breaking one of those big coloured windows is like capturing the colours of a regiment.

For this reason is Mr. Norman Angell wrong when he says that the culture of the conquered cannot be injured or extinguished by the conqueror. It can be injured by the conqueror, it can be extinguished by the conqueror, simply because it can be explained by the conqueror. An Emperor who has really defeated the Parthians and the Medes has prestige enough to preach to the whole world about what is really interesting in the Parthians and the Medes. Here, therefore, comes in the supreme necessity of urging the present war until we have re-asserted the equalities of Europe. If Germany could conquer, though her demands were as moderate as they would certainly be monstrous, it is Germany that would henceforth claim to interpret all the peoples to themselves. What would come into existence would be the German picture of England, the German picture of France. Supposing, by a flight of fancy, that the German Emperor did not blow the figure of Nelson off the top of the Trafalgar Column, he would certainly be seen at the bottom of it, waving his hand and making suggestions for its improvement. Supposing poor old William had one victory after his years of peace, and yet did not pull down Napoleon in the Place Vendôme from his tower of a hundred victories! Even then the German Emperor would certainly admire the French Emperor for all the wrong reasons. And that is, first and last, the thing that no free people can endure.

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THE BATTLE OF THE DUNES FOR THE ROAD TO CALAIS.



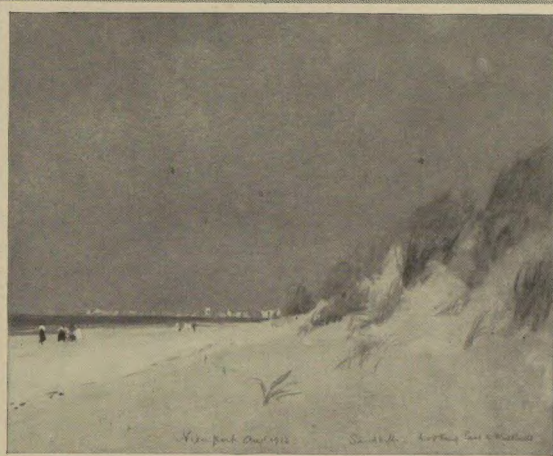
A SCENE OF FIERCE FIGHTING: A VIEW FROM NIEUPOORT-BAINS, LOOKING TOWARDS MIDDELKERKE.



SEEN FROM THE EAST BANK OF THE YSER, WHICH THE GERMANS CROSSED ON THE 25TH: NIEUPOORT.



NOW SHATTERED BY GERMAN SHELLS: THE HOTEL DE VILLE, DIXMUDE.



THE COAST OFF WHICH BRITISH MONITORS SHELLED THE GERMANS: SAND-DUNES AT NIEUPOORT, LOOKING EAST TOWARDS WESTENDE.



ONE OF THOSE DESCRIBED AS RED WITH BLOOD: A CANAL AT NIEUPOORT.



IN ABSOLUTELY FLAT COUNTRY, THE SCENE OF THE STRUGGLE FOR THE CHANNEL PORTS: A ROAD NEAR NIEUPOORT.



WHERE WHOLE STREETS WERE BLOWN TO PIECES BY THE GERMAN BOMBARDMENT: DIXMUDE—THE HANDZAE ME CANAL.

The country near Nieuport and its plage, Nieuport-Bains, on the Belgian coast at the mouth of the Yser, has been the scene of some of the most desperate fighting during the German advance toward Dunkirk and Calais. In the French official *communiqué* of October 25 it was stated that "German forces have succeeded in crossing the Yser between Nieuport and Dixmude," and on the 27th, that "Nieuport has been fiercely bombarded and the German effort on the front Nieuport-Dixmude has continued." A vivid picture of the condition of Dixmude was given recently in the "Telegraph" by

Mr. E. Ashmead-Bartlett, who visited the town during the bombardment with the Munro Flying Ambulance, to bring away wounded. "The Hotel de Ville was a sad sight. The top part had been completely riddled with shells, and smashed to bits just behind it was what looked to me like a very fine old church, blazing furiously, and threatening every minute to set fire to the town hall. On the top of the steps of the Hotel de Ville lay a dead marine. . . . A French surgeon greeted us on the steps and told De Brocqueville he must get his wounded out of the cellar, otherwise they would most certainly be burnt to death."

THE BATTLE OF THE LAND, THE AIR, THE SEA.

FACSIMILE SKETCH BY OUR SPECIAL WAR



AND THE UNDER-SEA: A FACSIMILE WAR-SKETCH.

ARTIST, H. C. SEPPINGS WRIGHT.



THE FIGHT FOR THE ROAD TO CALAIS: THE DUNE-BATTLE OF THE BELGIAN COAST.

It was soon realized by the Allies that Calais was the objective of the great German advance along the coast from Ostend, and all preparations were made to resist their desperate attacks in that direction. The Belgian Army, in spite of the incessant fighting it has been through since the beginning of the war, and of the discouraging evacuation of Antwerp, has shown splendid spirit in its resistance to the German onslaught, in co-operation with the British and French. The first official news that the Navy was taking part in the struggle was given in an Admiralty announcement on the 19th inst. reports for naval assistance were made to the Admiralty by the Allied Commanders. In consequence, a naval flotilla, mounting a large number of powerful long-range guns, came into action at Ostend on the 19th of the Belgian coast, supporting the left of the Belgian Army and fighting against the right of the German attack, which they were, by their position, able to enfilade. The Germans replied by shells from their heavy guns, but owing to the superior range of the British Marine artillery practically no damage has been done. The three monitors, which were building in British ports for Brazil had been acquired on the outbreak of war, have proved particularly well suited to this class of operation. . . . Observers on the shore by means of naval balloons. . . . All reports received by the Admiralty show the courage and determination with which the Belgian Army, assisted by the King in person, is defending the last few miles of Belgian soil. The naval operations are under the command of Rear-Admiral Sir Horace L. A. Hood. On the 24th the Admiralty stated that the naval bombardment had been successfully continued, that all German attacks on Newport had been repelled, and that the British vessels had opened fire on the

WITH THE AID OF BRITISH WAR-SHIPS, AS IN "BATTLES LONG AGO" IN THAT REGION.

German batteries near Ostend. "During the day," the official statement continued, "our ships were persistently attacked by an enemy submarine and torpedoes were fired without success at 'Wildfire' and 'Myrmidon.' Other British vessels again attacked the submarine. The naval aeroplanes and balloons aided in the direction of the fire." On the 26th came the news that the British destroyer "Badger" had rammed and sunk a German submarine off the Dutch coast. A number of French torpedo-boats have co-operated with the land forces. The first "Battle of the Dunes," as it was called, was fought in 1560 near Newport between the Spaniards under the Archduke Albert and the Dutch under Prince Maurice of Nassau. It ended in victory for the Dutch. Many years of that old battle, it is said, have been fought during the present war. In 1559, on the same coast, nearer Dunkirk, during Cromwell's war with Spain, six thousand Frenchmen under Sir William Lockhart, landed to assist the French under Cardinal Mazarin. Charles II. and James II., then refugees in the Spanish Netherlands, witnessed the decisive charge of the French against the Spaniards. An English fleet, sent to cover and assist the military operations on shore, stood off the dunes and fired at some of the Spanish cavalry. One English naval squadron under Sir Stafford Fairfax blocked the coast and bombarded the town from the sea.—(Drawing Copyrighted in the United States and Canada.)

DEAD ON THE FIELD OF HONOUR: OFFICERS KILLED IN ACTION.

PHOTOGRAPHS BY SPFAIGHT, CRIBB, SARONY, BROOK HUGHES, BARNETT, WILLIAMSON, HEATH, UNDERWOOD, MAY, VANDERBILT, BEALES, AND HAWKE.

LIEUT. J. S. AINSWORTH,
11TH HUSSARS.ALFRED L. MORGAN,
SIGNALMAN, SUBMARINE E3.LT.-COM. G. F. CHOLMLEY,
SUBMARINE "E3."LT. G. E. M. THORNEYCROFT
R. LANCs. KILLED E. AFRICA.2ND LIEUT. R. J. LUMLEY,
11TH HUSSARS.LIEUT. JOHN EDEN,
12TH LANCERS.CAPT. D. N. C. C. MIERS,
CAMERON HIGHLANDERS.MAJ. LORD J. S. CAVENDISH,
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ROYAL LANCASTER.2ND LIEUT. C. E. CRANE,
DUKE OF CORNWALL'S L.I.2ND LIEUT. J. F. R. GEBBIE,
S. LANCASHIRE REGT.2ND LIEUT. J. S. PAULSON,
LANCASHIRE FUSILIERS.LIEUT. S. H. COLES
MIDDLESEX REGIMENT.LIEUT. E. S. WISE, R.N.,
H.M.S. "SEVERN."CAPTAIN A. H. WILSON,
EAST YORKSHIRE REGIMENT.LIEUT. J. E. L. CLARKE,
ROYAL FIELD ARTILLERY.

In giving the accompanying portraits we would mention that in the case of Submarine "E3" the Admiralty state that it fears that no hope of its safety can now be entertained. We give a portrait of Alfred Lowe Morgan, signalman on the "E3," and one of Lieut.-Comr. George Francis Cholmley, of the same vessel. Lieut. G. E. M. Thorneycroft (local Captain), of the Royal Lancaster Regiment, was killed in the East Africa Protectorate. The death of Lord John Spencer Cavendish, D.S.O., 1st Life Guards, brother of the Duke of Devonshire, caused deep regret. Lord John served with distinction in the South African War, on the Staff, and took part in the march from Bloemfontein

to Pretoria. For his services he received the D.S.O. and the Queen's Medal with six clasps. Lieut. Edward Selby Wise, R.N., of H.M.S. "Severn," was killed in action at Newport, on October 20, when, it was officially stated, the attacks of the enemy were "particularly violent." Newport is close to the coast, about ten miles south of Ostend. Lieut. Wise was the eldest son of Edward and Aimée Wise, of White Gates, Kingfield, Woking. Lieut. John Eden was the eldest son of Sir William and Lady Eden, of Windlestone Hall, Durham. Lieut. J. E. L. Clarke, Royal Field Artillery, was among the officers mentioned in Sir John French's despatches dated October 8.

THE WAR HONOURS LIST: COMMENDED OFFICERS AND NON-COMS.

PHOTOGRAPHS BY RUSSELL, G. WEST, LAFAYETTE, ELLIOTT AND FRY, HEATH, BIRKETT, GALE AND POLDEN, AND SWAIN.

CAPTAIN W. F. BLUNT, R.N.
(COMPANION, D.S.O.)

LIEUT.-COMR. MAX K. HORTON, R.N.
(COMPANION, D.S.O.)

COMR. HON. HERBERT MEADE, R.N.
(COMPANION, D.S.O.)

COMR. CHARLES R. SAMSON, R.N.
(COMPANION, D.S.O.)

LIEUT. F. A. P. WILLIAMS-FREEMAN, R.N.
(COMPANION, D.S.O.)

CAPTAIN REGINALD YORKE TYRWHITT, R.N.
(COMPANION, ORDER OF THE BATH.)

LIEUT. C. R. PEPLOE, R.N.
(DISTINGUISHED SERVICE CROSS.)

LIEUT. C. H. COLLET, R.N.
(COMPANION, D.S.O.)

LIEUT. HENRY E. HORAN.
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CORP. W. DARLEY, 15TH HUSSARS.
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SERG. F. LANGFORD, 5TH DRAGOON GDS.
(MEDAL FOR DISTINGUISHED CONDUCT)

COY.-SGT.-MAJ. C. F. SCHOON, K.R.R.
(MEDAL FOR DISTINGUISHED CONDUCT)

SQUAD.-COMR. SPENSER D. A. GREY
(COMPANION, D.S.O.)

We give portraits of some of the brave officers and non-commissioned officers who have been awarded honours for distinguished service in the war. They include Capt. Blunt, of H.M.S. "Fearless," for gallant attacks on German cruisers; Lieut.-Comr. Max K. Horton, for sinking the enemy's cruiser "Hela" and destroyer "S 126"; Comr. Hon. Herbert Meade, of H.M.S. "Goshawk," for sinking the enemy's destroyer "V 187," and chivalry in saving the survivors; Comr. Samson, for successful air-reconnaissances at Dunkirk; Lieut. F. A. P. Williams-Freeman, for lifting a mine without exploding it; Captain Tyrwhitt, for great skill and gallantry in H.M.S. "Arethusa"; Lieut. C. R.

Peploe, for able and gallant conduct in H.M.S. "Laurel"; Lieut. C. H. Collet, for the successful attack on the Zeppelin shed at Düsseldorf; Corporal Darley, for good reconnaissance on two occasions, when he penetrated the enemy's position; Lieut. Horan, for conspicuous and gallant ability in H.M.S. "Liberty"; Flight-Lieut. Marix, whose machine was five times hit while attacking the Düsseldorf air-ship shed; Sergt. F. Langford, for handling his troop with great coolness and determination; Coy.-Sergt.-Major Schoon, for conspicuous work in carrying forward ammunition under heavy fire; and Squad.-Comr. Spenser D. A. Grey, for circling Cologne and discharging bombs.



THE GREAT WAR.

By CHARLES LOWE



IT is now just about three calendar months since the war began, and Germany, the prime mover of that war, is no nearer her object than ever. On the contrary, she is much further away from it than she was within a month of her burglarious irruption into Luxembourg and Belgium. Prussia's campaign against Austria in 1866 is known as "The Seven Weeks' War"—of which, by-the-bye, the best, and indeed the only account under this title came from the capable pen of the late Sir Henry Hozier, father-in-law of Mr. Churchill—while the Franco-German struggle was a seven months' one.

Practically the war of 1870 and the present one may be said to have been initiated by minor actions on Aug. 2; and by the end of October, in the former, the Germans had won Wörth, Spicheren, Meissenburg, Mars-la-Tour, Gravelotte, and Sedan, invested Paris, penetrated as far as the Loire, and enforced the capitulation of Strassburg, Toul, and Metz. In fact, it was really a war of only three months, while the rest of the time was simply spent in waiting for the end, which came with the surrender of Paris.

How long the present war is likely to last can only be matter of conjecture, but the best judges—including, as it would appear, Lord Kitchener himself—are inclined to think that its duration will not be less, at least, than that of our South African War, which went on for over two and a half years. No peace can be made, or even mooted, until the Allies shall be in a position to march on Berlin and dictate their terms under the shadow of the Kaiser's Schloss—perhaps even in it.

But it is now being recognised that, in this respect, everything depends on the progress of the Russian arms, the action of which will soon have to be suspended—or at least relaxed—owing to the rapid approach of winter. In 1870 the war was continued throughout the winter, though in France, of course, this season is naturally very much less severe than it is in Russia, which is essentially a country of snow and ice for a goodly portion of the year. Even if the Russians could force the line of the Vistula and press on to that of the Oder before the winter sets in with all its severity, the encumbrance of the so-called roads in their rear with snow and its concomitant mud would render the maintenance of their lines of communications and the bringing up of their enormous supplies extremely difficult, if not impossible.

In 1877, as well as in the Manchurian campaign and the Balkan War, hostilities went on throughout the winter, but in none of those areas of war is the season so terrible and trying as it is in Russia—as Napoleon and his Grand Army had bitter cause to experience. On the other hand, if the Russians get locked up for the winter in Poland—seeing that it is now, on the whole, most improbable that they will be able to prosecute their serious advance on Berlin before the buds begin to burst and the streams to swell with the melting snow—there would appear to be no reason why the Germans, leaving a sufficient force along their Eastern frontier to contain the ice-bound Muscovites, should not transfer several of their army corps to the Western theatre of war so as to bar the advance, at least, if not to break down the defence and burst through the trench-lines of the triple Allies.

In the best of cases, however, these Allies can scarcely hope to make such headway against the

Huns as to force them back—first over the line of the Meuse, and then over that of the Rhine, to the right bank of which the old Emperor once (in 1879) declared the German Army would have to retire if it were to be decisively beaten in France. Unless the Germans play into our hands by adding to their crime of violating the neutrality of Belgium the still more egregious folly of committing a similar outrage on Holland—thus leaving us free to use this terraqueous country as an avenue of ingress into Germany itself beyond the line of the Rhine altogether—unless, I say, the fortune of war should favour us in this way, and thus open to us a line of land-approach at once to Wilhelmshaven and Berlin, an immense amount of water will have to flow under the Rhine bridges before the Allies are in a position to force the passage

Oder, which is so very much nearer Berlin. During the Seven Years' War the Russians of Todleben (possibly an ancestor of the engineer of Sebastopol) got as far as Frederick's capital on the Spree, and what they could do once they ought to be able to do a second time. Certainly the Muscovites of Fermoir gave Frederick a most dreadful doing, both at Zorn-dorf and Kunersdorf, two of his bloodiest battles; and this time they have only a pinchbeck Frederick to cope with, though von Hindenburg seems to have first-rate stuff in him, and is almost the only German General, with the exception of von Kluck, who has emerged from the other mass of military mediocrities as a commander worthy to be ranked with the paladins of the old Kaiser.

But the main thing to be remembered is that, for the reasons above set forth, the centre of gravity, the ultimate deciding influence in the present war, lies with Russia, and that the Allies in the west can do nothing of a clinching and conclusive kind until the legions of the Tsar make further history for us in the east; and history is a thing that is not so easily or so quickly made. It is for this reason—this paramount position of Russia in the far-flung, widely sundered battle lines—that we ought to follow the course of the fighting on the Vistula and the San with an interest not inferior to the strained and anxious attention which we all devote to the murderous "rugging and riving" now going on with varying results from Belfort to the Belgian coast, and from Chalons-sur-Marne to Calais-sur-Mer.

Calais? Well, yes, that does seem to be the immediate objective of the histrionic Kaiser; though, even if he gets there—which at present he does not look like doing—"What will he do with it?" as Wilkie Collins would have asked. He might get guns into position that would reduce Dover Castle to a heap of ruins, though that wouldn't help him much. Yet I am told by an expert that the thing is physically possible, seeing that one of our own 13½-inch naval guns could throw a shell of 1250-lb. from Dover to Calais—a distance of over twenty-four miles, though its effective range, of course, is much less. In fact, it is not much more than six miles, this being the measure of the sea-horizon, and you can only aim correctly at what you can clearly see. On clear days Calais can be seen from Dover, and *vice versa*.

But supposing that the Channel Tunnel had been an accomplished fact before the arrest of the Kaiser's hordes at Calais, what then? Yet the scheme has not yet reached this stage, and I think it never will—in view of the demonstration now offered that the peril to England arising from the submarine perforation of our "silver streak" would never come from France, but from France and England's common foe. This Channel Tunnel scheme now at last seems to have been completely killed by the artillery-fire of the Germans on the Yser, even if their monster shells

never come to be rained on Dunkirk and Calais.

To that coast artillery fire against the brave Belgians we were in a position to reply with an enfilading bombardment from our flotilla on the flanking sea; and what more appropriate, more striking celebration of Trafalgar Day could even Nelson himself have wished for than this inauguration of a new era in warfare by the successful co-operation of our forces by land, on sea, and in the vaulted air?

LONDON, OCTOBER 27.



THE DEATH OF THE CHIEF OF THE IMPERIAL GENERAL STAFF:
THE LATE GENERAL SIR CHARLES W. H. DOUGLAS.

General Sir Charles Whittingham Horsley Douglas, G.C.B., A.D.C., Chief of the Imperial General Staff and First Military Member of the Army Council, died on Sunday, October 25, at his residence, 68, Eaton Square, S.W. Sir Charles was at the War Office on October 17, when he was taken ill, and returned home, and gradually sank. General Douglas was sixty-four, and his Army record was long and brilliant. He joined the 92nd Highlanders—now the 2nd Gordon Highlanders—in 1860, and served with distinction in the Afghan War, the Boer War, the Sudan, and the South African Campaign 1899, when he was promoted Major-General. When the Army Council was created he became Adjutant-General, in 1912 Inspector-General of the Home Forces, and in April last succeeded Sir John French as Chief of the Imperial General Staff. Sir Charles was one of the first to recognise the potential value of the cycle and the motor-car in war. In 1887 he married Ida de Courcy, daughter of the late Mr. George Gordon, of Cuckney, Notts.

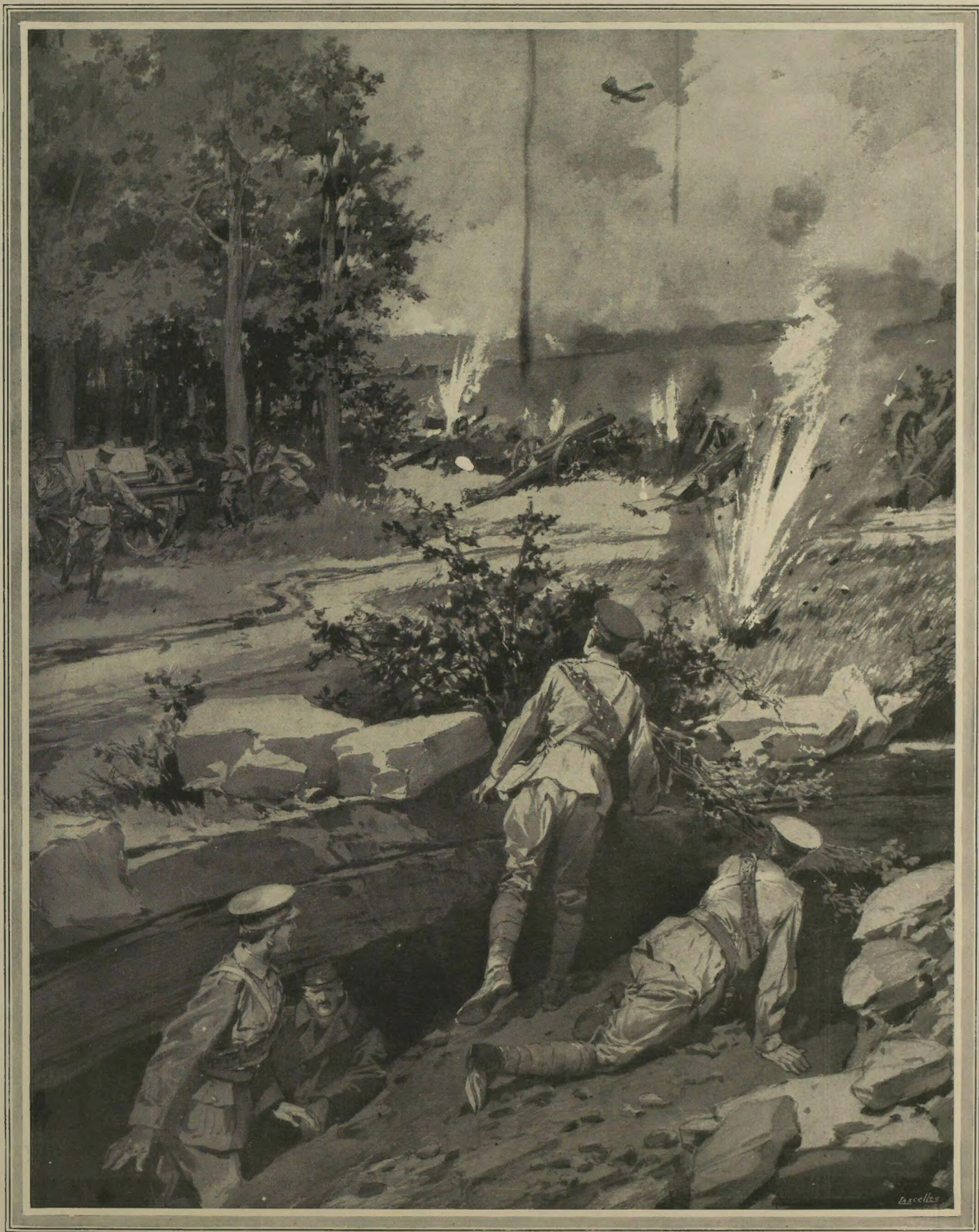
From the Painting by John St. Helier Lander.

of that strongly defended river, which forms what is, perhaps, the most formidable barrier in all Europe.

There is one thing, however, that would vastly facilitate our over-passing of this tremendous barrier, and that would be the diminution of its defenders through the necessity of their having to rush to the rear in order to help in defending the line of the Oder. Of two evils the Kaiser would undoubtedly prefer the presence of our "kilties" on the right bank of the Rhine to that of the Cossacks on the left bank of the

DRAWING THE GERMANS' TEETH! BRITISH LOG-ARTILLERY IN ACTION!

DRAWN BY FRÉDÉRIC DE HAENEN FROM A SKETCH BY FREDERIC VILLIERS.



TREE-TRUNK GUNS DECEIVING A GERMAN AIRMAN: SMOKE-BALLS DROPPED BY A HOSTILE AEROPLANE OVER A "MASKED BATTERY" OF DUMMIES, AMONGST WHICH GERMAN SHELLS ARE BURSTING.

Mr. Frederic Villiers, one of our Special Artists in the field, writes: "The German aeroplanes drop smoke-balls whenever they see a possible masked battery, to guide the fire of their guns. Sometimes our artillerymen place dummy guns in position to trick the enemy's airmen." High up in the air, over the centre of the drawing, a German aeroplane is seen making off after dropping smoke-balls, shown as they fall with long streaks of smoke trailing out above them. In the centre is a British-made battery of dummy

guns, constructed of logs and cunningly screened among the bushes, on which the Germans, on the hill above the village in the background, are vigorously plumping shells. On the left of the sketch is a genuine battery of our artillery which has just reached the wood in time to escape the aeroplane's observation. Immediately in the foreground is one of the quarries common in the Aisne district, from which some of our men are watching the satisfactory effect of the ruse.—[Drawing Copyrighted in the United States and Canada.]

MODERN NAVAL WARFARE: XII.—INVASION AND RAIDS.

THE DEFENCE OF AN ISLAND POWER. BY A NAVAL EXPERT.

IN these articles recently the methods and material of naval warfare have been considered in relation to modern conditions. The various processes of bringing pressure to bear upon the enemy's people have been described, with one exception, and that perhaps the most important—invasion. Of all the means and operations of war, this is the one most effective for imposing one nation's will upon another. To strike at the capital of a country with success is in most cases sufficient to overthrow the Government and interrupt the whole system of administration. When at the same time the military opposition has been swept away, then, as a rule, sufficient will have been done to make the country sue for peace. All nations, therefore, in making their preparations for war, whether offensive or defensive, will take the contingency of invasion into consideration.

It is true that invasion has not always proved decisive of a war. It depends, amongst other things, upon the geographical position of the country invaded. Napoleon's invasion of Russia and his retreat from Moscow was a case of non-success. Germany's invasion of Belgium is a case of success not being decisive, because, although Belgian territory has been over-run, the Government and army driven into France, and large numbers of the people forced to take refuge in Holland or England, the country is not acting alone. On the other hand, had Great Britain been invaded like Belgium, and London occupied, it is quite likely that it would have meant the end of the war, and, quite possibly, of the British Empire. Such, at any rate, appears to be the teaching of history.

Invasion cannot mean for a people who live in an island exactly what it does to less-favoured nations who have land frontiers. The British Empire does, indeed, include territories which can be invaded without crossing the sea, but neither its seat of government nor its most vital interests are to be found therein. If, for example, to take the most improbable and unlikely occurrence, the United States in a war with this country were to over-run Canada, that event would not necessarily bring the British nation to its knees or force it to sue for peace. It would be necessary to reconquer the territory thus invaded, precisely as it has now become necessary to reconquer the greater part of Belgium.

An island differs in this respect from countries which possess land frontiers, that it is essential not only for the enemy to have sufficient land forces for the purpose of invasion, but that it shall be able to transport those forces across the intervening seas and make good a landing on the island. It must also be able to maintain its communications, and for this purpose must first overthrow such naval forces as the island possesses. The defence of the island, therefore, rests primarily upon the sufficiency and efficiency of

its navy. Such naval force must be powerful enough to keep open the sea communications around its coasts, and also in those areas of water across which its troops must be transported for the purpose of reconquering any of its territory which has been temporarily subjected by the enemy. In order to do this, the fleet must be strong enough to defeat that of the enemy or to force it to remain within the shelter of its land fortifications. It may be that no encounter between the fleets will occur, but the island fleet must be always in readiness in sufficient force to engage and destroy that of the enemy should it put to sea to accept the gage of battle. Thus the fleet in the North Sea, although it has not yet accounted for the enemy's naval forces, is still a sure shield and protection to the Empire, which is enabled to carry out, under its guard, all the operations overseas necessary to provide for its population and to assist its allies on land.

An island empire such as ours is, however, at

sufficient for that it will be almost necessarily sufficient to prevent invasion, since the same disposition of the ships to a great extent answers both purposes. The main object aimed at by our fleet, whether for the defence of commerce or for any other purpose, is to prevent any ship of the enemy from getting to sea far enough to do any mischief before she is brought to action. Any disposition that is even moderately successful in attaining this object will almost certainly be effective in preventing a large fleet of transports—than which nothing is more vulnerable or more difficult to hide—from reaching our shores."

Sir Arthur Wilson also pointed out that, in addition to the main fleet, there is a second and separate coast-defence organisation of submarine and destroyer flotillas. Even, therefore, if the invader succeeded in evading part of the fleet, the remainder, in conjunction with the destroyers and submarines,

should be quite sufficient to sink the greater part of his transports.

But although Sir Arthur Wilson thus expresses his belief that with such naval forces as we possess the invasion of these islands should be impracticable unless the defence by sea could be broken down, he did not suggest that raids upon our coast by small bodies of troops would not be attempted or might not be successful enough to effect a landing. To meet such raids, it is essential that these islands should always contain a large body of trained troops, or, as the First Sea Lord has said, "The presence of a sufficiently trained professional army in these islands at all times is quite as necessary as the other arm of the Service."

Such military forces, however, cannot be a substitute for the forces at sea. They are supplementary thereto, just as the second line of naval defence is supplementary to the Grand Fleet. Nor can any land force be said to free the fleet from any of its duties, for those duties are to keep open the sea communications for all parts of the Empire, which it is impossible for land forces to attempt to carry out. As things are at present, the enemy has provided us with another line of defence in the shape of the mine-fields which he has sown over against our shores. That these mines are at some distance from the enemy's ports is decidedly to our advantage. They can, indeed, be swept through by suitable vessels in order to provide a safe passage for war-ships and transports; but it stands to reason that, as such a force of mine-sweepers must pass across contested waters, the same naval force which would deal with the transports would also be able to deal with these vessels. There is no reason to believe, therefore, that while the strength and disposition of our naval forces are such as to place them in readiness to deal with the enemy if he puts to sea, any attempt to invade these islands should succeed.



PRACTISING FOR "THE DAY"! THE GERMAN NAVY ENGAGED ON LANDING MANOEUVRES.

this disadvantage. It cannot, like a land Power, withdraw its fleet behind fortifications and mines while it endeavours to bring its enemy to submission by means of military forces on shore. These islands are not self-supporting, and are dependent on what is brought to them by water for their continued life and strength. The free use of the sea routes is essential to the existence of the Empire, and it must maintain control of these if it would not be reduced to subjection. Once these islands were deprived of the means of supplying their people with food and other commodities, and the movements of their trade and commerce afloat were stopped or materially curtailed, it is difficult to believe that the country would be able to stand such a strain or the Government continue to offer resistance.

Manifestly, therefore, our first need is to keep open our sea communications; and, these secure, our land should also be safe against invasion. As Admiral of the Fleet Sir Arthur Wilson wrote in a memorandum published in 1911—

"The really serious danger that this country has to guard against in war is not invasion, but interruption of our trade and destruction of our merchant shipping. The strength of our fleet is determined by what is necessary to protect our trade, and if it is

AFTER RHEIMS, ARRAS: THE BURNING OF THE HÔTEL DE VILLE.

DRAWING BY P. LEVEN AND LEMONIER.



SHOWING THE FAMOUS BELFRY TOWER, SINCE BROUGHT DOWN BY GERMAN SHELLS: THE FIRE WHICH DESTROYED THE REST OF THE HISTORIC HÔTEL DE VILLE AT ARRAS.

The historic Hôtel de Ville at Arras, the ancient capital of Artois, was destroyed by a fire caused by the German bombardment which began on October 5. The famous Belfry, which survived the conflagration, was deliberately demolished by the German guns on October 21. Thirty-three shells

fell on or near it, and the whole building became a heap of ruins. The "Belfroi," or clock-tower, of Arras, 244 feet high, was begun in 1463 and completed about 1554. At the top was a ducal crown surmounted by a lion with a pennon for wind-vane.—[Drawing Copyrighted in the United States and Canada.]

FEEDING THE BRITISH LION IN HIS DEN! RATIONING THE TROOPS IN THE AISNE QUARRIES, UNDER FIRE.

DRAWN BY H. W. KOEKROEK FROM A SKETCH BY FREDERIC VILLIERS, ONE OF OUR SPECIAL WAR ARTISTS.



COUNTRY CARTS WITH FOOD FOR BRITISH IN THE TRENCHES AND QUARRIES MAKING THEIR WAY BETWEEN THE GREAT SHELL-HOLES IN THE ROAD, WHICH WOULD NOT PERMIT THE USE OF A.S.C. WAGONS: SUPPLIES FOR THE TROOPS SUBJECTED TO GUN-FIRE WHILE BEING REVEALED BY PARACHUTE-LIGHT SHELLS.

At the height of the fighting on the Aisne, the supplying of food to the British troops in the advanced trenches and in the quarries was exceptionally difficult. Owing to the exposed nature of the ground for a considerable distance in rear of the advanced line, it was necessary to do the rationing at night. Narrow country carts were used in place of the regular Army Service Corps wagons and lorries, because they alone could pass between the many great holes torn in the ground by shells, including the "Coal-boxes" or "Black Marias." Both drivers

and horses suffered severely during the work. Directly the Germans imagined that any move was being made towards the quarries, they bombarded the road with shrapnel, using parachute-light shells to reveal the target and give the range. These shells explode overhead, by means of time-fuses, and let fall parachutes (carried folded up in the shells), which have attached to them magnesium lights capable of lighting up a considerable area and flaring for over half a minute.—[Drawing Copyrighted in the United States and Canada.]

A GREAT FEAT OF ARMS: THE HEROIC EXPLOIT OF "L" BATTERY, ROYAL HORSE ARTILLERY, NEAR COMPIÈGNE.

DRAWN BY R. CATON WOODVILLE FROM A SKETCH BY A BRITISH OFFICER.



AFTER THE FOG HAD LIFTED AND THE GUNNERS HAD DISCOVERED THAT THEY WERE BIVOUACED 600 YARDS FROM THE GERMAN TRENCHES AND 800 YARDS FROM GERMAN GUNS!
WORKING THE ONLY GUN LEFT UNDISABLED BY THE ENEMY'S FIRE.

One of the most heroic exploits of the war was performed near Compiègne. The Royal Horse Artillery "L" Battery was bivouacked outside the village of Nery, where the Queen's Bays were billeted. There was a thick fog, and the horses had been harnessed ready to be put to the guns. Suddenly, shortly after daybreak, the fog cleared away, and the gunners then found that only about 600 yards away, on their right, was a long line of German trenches, and, some 800 yards away, six German guns on their right front and two on their right rear. The enemy opened a most murderous fire upon them. They managed to unlumber the guns, but three were immediately put out of action. The remaining three kept up the fight until two more were disabled and only one was left. The last British gun was served

by Sergeant-Major Dorrell, and a gunner and a driver, equally gallant. They stuck to their work heroically, putting four German guns out of action, until their own ammunition gave out. "L" Battery had all its officers and men either killed or wounded, many of the latter severely, and all the horses were killed. Towards the end of the fight the Queen's Bays came into action, lining the road with their rifles, and doing splendid work also with their machine-gun. The German guns had been all but one put out of action by the British guns, and when the relieving force arrived they were all abandoned by the Germans and were captured by the British.—Drawing Copyrighted in the United States and Canada.

"NOTHING, EXCEPT A BATTLE LOST, CAN BE HALF AS MELANCHOLY AS A BATTLE WON": DEAD IN FRANCE.



WHERE 300 GERMAN WERE INTERRED IN ONE GREAT GRAVE
FRENCH SOLDIERS BURYING THE DEAD IN A TRENCH.



KILLED WHILE ADVANCING, AS IS MADE EVIDENT BY THE ATTITUDE OF THE BODIES
FRENCH INFANTRYMEN FALLEN ON THE FIELD OF HONOUR, AT VERDUN.



WHERE HALF OF A FRENCH ATTACKING FORCE WAS LEFT ON THE FIELD, AFTER A CHARGE
AT VERDUN DURING THE BATTLE OF THE MARNE.



BRUTALLY TREATED BY GERMAN OFFICERS BULLETED
THERE: A ROOM IN A HOUSE AT VERDUN.



NOTHING, EXCEPT A BATTLE LOST, CAN BE HALF AS MELANCHOLY AS A BATTLE WON: DEAD ON THE FIELD
AFTER THE BATTLE OF THE MARNE.



AFTER A GREAT CHARGE BY THE TURKS: GERMAN DEAD IN THEIR TRENCH AT VERDUN.

Such photographs as these cannot but bring home to those not familiar with such scenes Wellington's eloquent saying: "Nothing, except a battle lost, can be half as melancholy as a battle won." To give an idea of what a modern battle means in casualties, it is only necessary to quote a few lines from an officer's letter in the "Liberator," of Paris: "Four German columns, comprising fifteen thousand men, stormed the trenches with the bayonet. We had five quick-firing gun sections, and simultaneously they all opened fire on the German mass beneath. It was impossible to see them, and in half an hour they were all dead. We were unable, however, to stop the enemy, who reached our trenches, and hand-to-hand bayonet encounters ensued. This phase of the battle lasted five hours, at the end of which time our artillery got to work, and the Germans retreated. The slaughter was so frightful that the dead lay along a line extending for a

mile, and within four hundred metres from our trenches the corpses were lying so thick that there was no room to place a foot anywhere along the line. Many Germans were killed on the slopes of the trenches, and a lot were found dead hanging on their rifles, with the bayonets plunged into the earth. Those men were shot from the top of the trench, as they were about to deliver a bayonet-charge. Their total losses were at least 10,000." This was in the Argonne, last week. As to the subject shown in the first photograph, it may be added that 300 Germans were buried in the one great grave, and 300 French in another. With regard to the photograph of the room at Verdun, the photographer notes: "Remains of a house at Verdun, as left by the German officers who had dug there. Every room in every house was in a similar condition; mirrors and ornaments broken, linen and private papers, etc., strewn—ruined."

BRITISH SURPRISES FOR GERMANS: A MONITOR: AND A 60-POUNDER.

PHOTOGRAPHS BY VICKERS, SONN AND MAXIM, AND SPOTT AND GENERAL



ONE OF THE MONITORS WHICH TOOK PART IN THE LAND, SEA, AIR AND UNDER-SEA BATTLE OF THE COAST: H.M.S. "SEVERN."



A BRITISH POSITION-GUN WHICH HAS WROUGHT HAVOC AMONG THE GERMANS: ONE OF THE SIXTY-POUNDERS OF THE HEAVY ARTILLERY.

Much as the big Krupps' have been a surprise of the war on land, the three British monitors, "Severn," "Humber," and "Mersey," have proved a surprise of the war at sea. Why they were secretly acquired at the outset of the war we may learn later, should Mr. Churchill some day have the opportunity of dotting the "i's" and crossing the "t's" of that statement he made about "digging the enemy's fleet out like rats from their hole." The "Severn" and her two sister-ships, the "Humber" and the "Mersey," each draw only 8½ feet of water, and each carry two 6-inch 100-pounder quick-firers in a turret forward, with two 4.7-inch 45-pounder howitzers for high-angle

shell-firing afloat.—Another surprise for the enemy on the field of battle has been the efficiency and hard-hitting power of the British heavy artillery 60-pounder position-gun. The precision and effectiveness of its fire has been repeatedly borne testimony to, not only in letters from our soldiers at the Front, but also by French officers, during the retreat after Mons, at the crossing of the Marne, and in the continuous bombardments of the Aisne valley fighting, where it was of vital assistance as a counter-balance to the formidable German heavy batteries. The gun is of 5-inch calibre and throws a 60-lb. shell. Four guns constitute a battery, with 5 officers and 122 men.

THE FIELD OF HONOUR AS IT IS: DEATH ON THE BATTLEFIELD.



1. AS THEY FELL WHILE CHARGING NEAR FÈRE CHAMPENOISE: FRENCH INFANTRYMEN AND A GERMAN DEAD ON THE FIELD.

2. FALLEN FORWARD IN THE CHARGE: DEAD TURCOS ON THE BATTLEFIELD AFTER THE FIGHT AT SOIZY-AUX-BOIS.

3. MACHINE-MADE DEATH ON THE BATTLEFIELD: HOW THE TURCOS HEROICALLY FACED THE GERMANS IN FIVE DESPERATE ATTACKS—A GERMAN POINT OF VIEW.

The neighbourhood of Fère-Champenoise, a little town of some 3000 inhabitants in the department of the Marne, twenty miles from Epernay, was the scene of some sharp fighting, the French attacking the Germans there and driving them before them. In the first of our smaller photographs, taken on the battlefield, two dead French infantrymen are seen as they fell, after pitching forward headlong on being struck. A drawing appeared in our Issue of October 10, from a sketch by Mr. Frederic Villiers, of the disgraceful orgie the Germans held at Fère-Champenoise before they were attacked.

They looted and sacked the place, the officers of the headquarters staff taking away 6000 francs' worth of champagne. The drunken soldiers are seen dancing and singing round a barrel-organ in the street opposite an inn.—Our larger illustration (which is from a German paper) represents an attack by Turcos which took place on September 17. The Germans, under cover with machine-guns, dealt wholesale destruction in the ranks of the gallant assailants, who came on five times between one o'clock and nine, but were unable to close owing to the murderous *feu d'enfer* of the machine-guns.

SCIENCE AND NATURAL HISTORY.



PUNISHING THE REBELS: THE EGYPTIANS' BOOKS ON CHEMISTRY BURNED BY ORDER OF DIOCLETIAN.



AUTHOR OF AN ENCYCLOPÆDIA ON MEDICINE, RAISED THE ARABIAN HORSE IN 1000.

SCIENCE JOTTINGS.

THE EVOLUTION OF THE WAR-HORSE.

THAT aeroplanes and motor traction have lessened the demand for horses for military purposes there can be no doubt. But it seems extremely unlikely, assertions to the contrary notwithstanding, that these will ever completely eliminate the need for horses. Motor-bicyclists are hardly likely to supersede cavalry, nor is it probable that traction-engines will replace horses where artillery other than siege-guns is concerned.

As a consequence, the source of our horse-supply is likely to be a matter of serious consideration in the near future. But the ghost of a horse-lamine has always overshadowed the councils of the War Lords of these islands since horses were first used for military purposes, which takes us back to the days before the landing of Julius Cæsar.

When that famous man started on the conquest of Britain as another famous man proposes to do immediately—he found the Belgic tribes—as the other famous man has done—waiting to receive him. They seem to have been a resourceful people, and had already made good use of the native horses, having considerable numbers both of the southern New Forest ponies, as well as of the Celtic type, which still lingers in the Hebrides and Shetlands. Besides, they possessed not a few of North African blood, imported from their kinsmen the other side of the Straits. Larger and swifter than the native races, they were used for cavalry purposes; while the smaller, heavier native ponies were used for war-chariots, which the Romans regarded with a wholesome fear.

During the Roman occupation the native breed was much improved by crossing with horses imported by the conquerors. No further improvement seems to have taken place till the Norman Conquest, for we find the Anglo-Saxons, in the sixth century A.D., using horses of no quality, and solely for carrying packs. If they did ride, it was merely as a convenient means of locomotion, since they fought on foot—a practice which persisted till the Battle of Hastings, as is shown by the fact that in the Bayeux Tapestry Harold is depicted as fighting on foot.

William's victory, indeed, was due to the fact that he charged the Saxon footmen with a large force of mail-clad men on comparatively heavy horses, which, indeed, were of the same race as those which, three centuries later, withstood the Moslem onslaughts at Poitiers. William himself rode a Spanish horse, the gift of Alfonso of Spain, and many of his knights were similarly mounted. This much may be inferred from the Bayeux Tapestry. These horses were small stallions not exceeding fourteen hands. But it is certain that he also brought with him many horses from



THE MODERN SUCCESSOR OF THE "GREAT HORSE" FOR CAVALRY PURPOSES: A TYPICAL MOUNT OF A BRITISH CAVALRYMAN.



LIGHTER THAN THE ANIMALS USED FOR 47 GUNS: A TYPICAL TEAM OF BRITISH FIELD ARTILLERY HORSES.

Photograph by L.N.A.



THE CHARGER AS HE WAS—A HORSE WHOSE MEDIAEVAL ANCESTOR, THE "GREAT HORSE," WORE PLATE-ARMOUR AND CARRIED A MAIL-CLAD KNIGHT: A TYPICAL SHIRE HORSE.

Photograph by Sport and General.

Normandy of heavier breed, thereby helping to improve the native race.

But a gradual change in the fashion, and weight, of armour demanded yet heavier animals. The Norman hauberk yielded to true chain-mail about 1190; and this, about 1300, gave way to plate-armour, which by 1410 had become universal both for the protection of the horse as well as of its rider. During all this time the supply of sufficiently big horses had fallen far short of the demand, so that constant importations became necessary. Henry II. made large purchases in Normandy; John did better, introducing a hundred stallions from Flanders and Holland. These were great black animals, and, crossed with the English mares of the lowland shire counties, made noble *destriers*. John did better than he knew, for his importations to serve his own immediate ends laid the foundations of our now famous "Shire" horses.

Further improvement in the development of these great English horses was checked by the Wars of the Roses, when both factions seized, without ceremony, every horse suitable for military purposes. By way of protest, the owners thereof, as soon as they realised how matters stood, promptly exported as many as they could, until prohibited by legislation.

By Elizabeth's time the British "Great Horse" had attained a great reputation abroad, being capable of carrying or drawing enormous weights. Elizabeth herself, when touring through her realms, used some 2400 to convey her baggage.

From Elizabeth's day the "Great Horse" ceased to be the horse, and from its place in the army it passed to the more peaceful, if prosaic, uses of the farmer. Cromwell dealt the fatal blow to the use of the "Great Horse" in war for cavalry purposes. His "Ironsides," wearing buff coats in place of armour, needed lighter and more active animals. But the roads in those days were bad, and really powerful horses were needed to draw the coaches which began to run in 1670. As the highways improved, lighter animals, for all save heavy draught purposes, replaced these giants.

History, indeed, repeats itself, with variations. The "Great Horse" was evolved to keep pace with the evolution of heavy armour. When this ceased to be used, lighter horses came into favour. But, with the evolution of heavy guns, the services of the "Great Horse" again became necessary. They were first requisitioned during the Boer War, and they are being used to-day for a like purpose, each of our 47 guns being drawn by a team of six shire horses. Furthermore, the magnificent black horses of the Life Guards represent a cross between the old English *destrier* and the thoroughbred.

W. P. PYCRAFT.

THE REWARD OF VALOUR: A PROMOTION ON THE BATTLEFIELD.

DRAWN BY GEORGES SCOTT.



THE GALLANT TWENTY: A HERO OF ROYE MADE A SUB-LIEUTENANT AND HIS COMRADES CONGRATULATED

The French soldier who is here shown receiving a well-merited honour won distinction during fierce fighting at Roye, when he was in charge of thirty-two men, half the original number of his company. During the retaking of the town, he was ordered to defend a particular post at all costs. This he did. At nightfall, the majority of the force with which he was co-operating retreated, unwilling to be surprised during the dark. He himself, not having received orders to retire, remained, with his men entrenched. The enemy advanced in numbers from the town, which they had reoccupied. When they were fifty metres away, the Frenchmen recognised the Germans and fired. The enemy

replied, and there was a hail of bullets. Nothing daunted, the handful of Frenchmen continued their firing. This gave the alarm to other French troops, and the little party were able to withdraw into a quarry and from thence, by road, to the General Headquarters. By that time only twenty of the thirty-two were left. Their work, however, had been done—the foe had been held back until the French as a body could come up and drive them back beyond Roye. The next morning the Colonel inspected the gallant twenty, and rewarded their leader by embracing him, congratulating him, and making him a sub-lieutenant.—[Drawing Copyrighted in the United States and Canada.]

THE CAMERA AS WAR-CORRESPONDENT: BATTLEFIELD SNAPSHOTS.

PHOTOGRAPHS BY NEWSPAPER ILLUSTRATIONS AND ILLUSTRATIONS BUREAU.



FRENCH SOLDIERS BURIED NEAR THE TRENCHES IN WHICH THEY FOUGHT: SOLDIERS' GRAVES NEAR THE AISNE.



WHITE LEADERS OF FRENCH "BLACKS": OFFICERS OF SENEGALESE IN THE TRENCHES.



DOING THEIR DAILY WORK: A FRENCH BATTERY OF THE CELEBRATED 75-MILLIMETRE GUNS IN ACTION.



A "COAL-BOX" FULL OF RAIN-WATER: THE HOLE MADE BY A GERMAN SHELL.



THE DEPTH OF A "BLACK MARIA" SHELL-HOLE: AN OFFICER STANDING IN THE EXCAVATION MADE BY THE EXPLOSION OF THE PROJECTILE.

As a rule, once fighting has ceased or moved to a fresh area, parties of as many villagers of the neighbourhood as can be collected by the Red Cross officers troop out with picks and shovels to bury the dead. In the case of the soldiers killed in the trenches along the Aisne, that was impossible, and most of them had to be buried close in rear of where their comrades were still fighting, by what men of their regiments were available on the spot.—The French colonial Senegalese infantry, or "blacks," as they are called everywhere, are commanded by French officers and N.C.O.'s. Those of one of the regiments are seen off duty in one of the Aisne trenches.—The

enthusiasm throughout the French Army for their 75-millimetre field-gun—"Soixante-quinze" is the most familiar name for the weapon, according to various letters from the front—is unbounded. The rapidity of firing and the execution done by the piece are spoken of as marvellous, its efficiency being largely due to the recoil-action mechanism, which enables the gun to be fired continuously for round after round without relaying or taking fresh aim.—The crater formed in the ground by the bursting of the huge German "Black Maria" shells, or "coal-boxes," as the soldiers nickname the monster projectiles, has been described as "big enough to bury a horse in."

THE "BADGER'S" "KILL" OFF HOLLAND: A GERMAN SUBMARINE RAMMED.

DRAWN BY NORMAN WILKINSON.



"ADMIRALTY ARE VERY PLEASED WITH YOUR GOOD SERVICE": THE BRITISH DESTROYER "BADGER"
RAMMING A GERMAN SUBMARINE.

Our drawing illustrates the remarkably interesting naval incident which took place recently off the coast of Holland and was officially announced by the Admiralty, on October 26, in the following terms: "A German submarine has been rammed and sunk by the destroyer 'Badger,' Commander Charles Fremantle, R.N., off the Dutch coast. The 'Badger's' bows were somewhat damaged." It was announced at the same time that the following telegram had been sent to the "Badger": "Admiralty are very

pleased with your good service." A later account stated that it was believed the submarine sunk was looking out for a British light cruiser on duty in those waters. The submarine fired a torpedo at the "Badger," but missed, and was out-manoeuvred by the British destroyer, which rammed her with such force as to be brought up dead by the impact. According to this account, the "Badger" also fired on the submarine. The destroyer "Badger" was built in 1911.—[Drawing Copyrighted in the United States and Canada]

BY A GERMAN ARTIST: IN THE TRENCHES AT THE SIEGE-BATTLE OF THE AISNE.

DRAWN BY FELIX SCHWORMSTÄDT FOR THE LEIPZIG "ILLUSTRIRTE ZEITUNG."



DESCRIBED IN GERMANY AS AN ENGAGEMENT DURING "THE GREAT DECISIVE BATTLE IN THE WESTERN THEATRE OF WAR": GERMANS IN A NIGHT FIGHT AT THE BATTLE OF THE AISNE.

We give this very realistic illustration to show the War Picture as it is being presented in Germany. It is described as being drawn, by Felix Schwormstädt, from details given by an eye-witness. The German title reads: "At the Great Decisive Battle in the Western Theatre of War: In the Trenches During a Night Fight on the Aisne."

WAR BY MINE AND EXPLOSION: WAR PHOTOGRAPHS FROM BELGIUM.

PHOTOGRAPHS BY NEWSPAPER ILLUSTRATIONS.



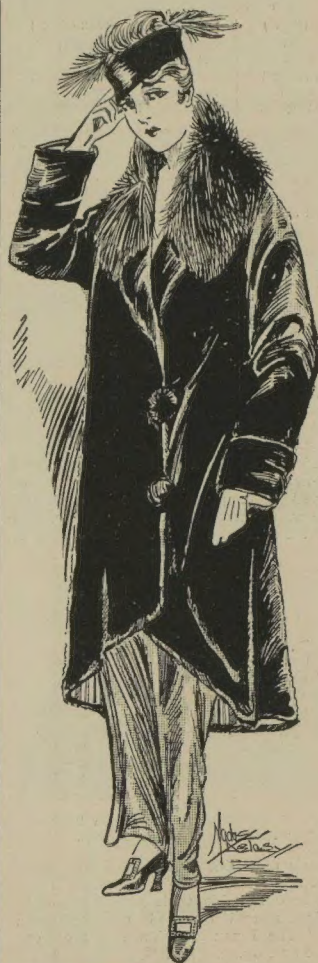
A SEA-WEAPON PROBABLY WIELDED BY THE BRITISH NAVY: A WASHED-UP SUBMARINE MINE GUARDED BY GERMANS, AT OSTEND.



A HERCULEAN TASK MADE NECESSARY BY BELGIANS IMPEDING THE ENEMY'S ADVANCE: GERMAN ENGINEERS DIGGING-OUT A BLOWN-UP BELGIAN RAILWAY-TUNNEL.

The two German infantrymen are seen on the sands at Ostend, standing sentry over a washed-up submarine mine, to keep off curious visitors. Apparently, the mine was one of those laid down by the British, the southern limit of whose mine-field, according to the publicly issued Admiralty chart, extends from the Goodwin Sands to close off Ostend. The heavy weather and the strong tides of the locality would account for its getting

adrift.—Immediately their army began to retire to Antwerp, on the Germans pressing forward beyond Liège, the Belgians set to work systematically to impede the enemy in using their railways by blowing up the bridges, viaducts, and tunnels. How thoroughly the self-sacrificing duty was performed is shown by our photograph of one herculean task that the German engineers have had to get through with pick and shovel.



FURS

AT SPECIAL PRICES

With the object of finding work for our staff of skilled Furriers we have, during the last few weeks, designed and made about 100 Fur Coats and Capes in various shapes, of which the garment sketched is an example. These coats are made from sound and reliable skins. They follow the lines of the latest Paris models, and the shape and finish are excellent.

SMART FUR COAT made from selected Seal Musquash backs, a copy of a French Model, lined good quality silk.

Price **19½ Gns.**

Actual value 29 Gns.

FUR CATALOGUE POST FREE.

LONG SEAL MUSQUASH COATS

Good Shapes. Selected Skins.
13½ Gns.

**Debenham
& Freebody.**

Wigmore Street.
(Covendish Square) London, W.

No Rise in Prices Yet

OWING to the War leather is dearer and the prices of boots will have to go up in the near future. Meanwhile the Lotus manufacturers, who are making no change in prices so long as their reserve stock of leather lasts, take this opportunity to advise purchasers that it is more prudent to buy at normal rates now than to wait longer and pay more. *Buy now and pay now.* Ready money is needed by dealers and manufacturers alike, in the one case to replenish stocks, in the other to keep workers on full-time wages, and so preserve the steadiness of trade. Therefore, to buy at once and to pay at once is both prudent and patriotic.

Lotus are obtainable in every district from duly appointed agents.

Letters

Lotus Ltd, Stafford

Manufacturers of Delta and
Lotus Boots



Lotus 25/-

Les prix des chaussures Lotus et Delta sont les mêmes qu'avant la déclaration de la guerre.

A WAR CORRESPONDENT

writes:—

"It is a pleasure to say a good word of an old friend, when that friend has been tried as severely as my 'Swan' Fountain Pen. It stood by me in the Soudan, in South Africa, and in Manchuria, worked as hard as I worked, and never uttered a murmur of protest. My gratitude to it and its makers is sincere."

(signed) Douglas Story.

**Sold by Stationers
and Jewellers,
10/8 upwards.**

*Write to-day for new
Catalogue.*

MABIE, TODD & CO.,
79 & 80, High Holborn, W.C.
38, Cheapside, E.C., 95a, Regent
Street, W., London. And at
Manchester, Paris, Brussels,
New York, Chicago, Toronto,
and Sydney.



When you buy Bovril

you can be sure you are
getting the product of a
genuine all-British, and
always British Company.

BOVRIL always has been BRITISH

and consequently there has been no need to
make any change in the constitution or
directorship of the Company SINCE THE
OUTBREAK OF THE WAR.

The following complete list of the Directors
of Bovril, Limited, since the formation of the
Company, affords the best guarantee of the
entire absence of any alien influence or
control:—

The Right Hon. Lord Playfair, G.C.B., LL.B.
John Lawson Johnston.

The Right Hon. The Earl of Bessborough,
C.V.O., C.B.

Admiral of the Fleet Sir Edmund Com-
merell, V.C., G.C.B.

Frederick Gordon.

The Right Hon. Dr. Robert Farquharson,
P.C.

George Lawson Johnston.

Andrew Walker.

William E. Lawson Johnston.

Douglas Walker.

The Right Hon. The Earl of Arran, K.P.

Sir James Crichton-Browne, M.D., F.R.S.

Prince Francis of Teck.

The Right Hon. The Earl of Erroll, K.T.,
C.B.

Insist on having Bovril
BRITISH TO THE BACKBONE.

MISCELLANEOUS.

ACTUATED by keen sympathy for the wounded of the Russian Army and a desire to alleviate their sufferings, a new field ambulance service has been formed in the City of London, to provide first aid specially for the cavalry of the Russian Army. It is proposed, in the name of the City of London, to inaugurate a new service for the most advanced fighting line, and present a number of high-speed modern motor-ambulances to H.I.M. the Empress of Russia, for the cavalry wounded. A corps of efficient men have volunteered as chauffeurs and attendants. The Lord Mayor, and others associated with this presentation, are appealing for funds, particularly to those having affiliations or business relations with Russia. It is intended to purchase and maintain in the field for three months as many units as possible, each consisting of ten ambulances. After that date, the Russian Red Cross Society will defray all further expenses of maintenance. The office of the Committee is at 33, St. Swithin's Lane, E.C.; and the Honorary Secretary, Mr. W. E. W. Hall.

In the course of recent proceedings in the Lord Mayor's Court it was stated that Thermos, Ltd., was a German concern. The Chairman and Managing-Director points out that this is absolutely untrue; that the Company was formed of British capital by British shareholders, and that they have never had any but British directors; that the Thermos Flasks which they are now selling are either made at the works at Tottenham or imported from the Thermos Company which manufactures them in America.

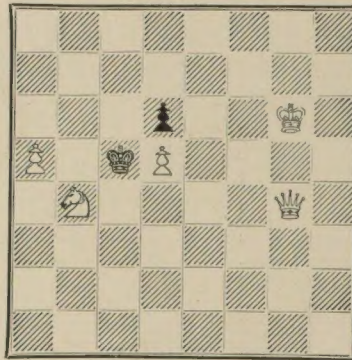
The great red buildings of the King's College Hospital on Denmark Hill are doing a fine work both for the wounded from the war and for other sick and suffering inmates, but it can do much more if the public will respond generously to the appeal made by the Chairman of the Hospital, Viscount Hambleden. Lord Hambleden, who has the cause of the hospital very close at heart, states that over four hundred of our sick and wounded soldiers are already being treated in it, but points out how desirable it is that the present buildings should be completed. Lord Hambleden says that at the beginning of the war, the committee of Management decided to hand over to the War Office all but "the casualty department and at least four wards," with full use of the whole equipment of the hospital, to the 4th London General Hospital. . . and that the needs of the war will be not less in the future than they are at present, we cannot doubt, and it is therefore of urgent importance that the present buildings should be completed, as this would enable the committee to place more wards at the disposal of the War Office. The hospital is a perfect example of modern construction, and donations towards the additional £50,000 urgently needed to complete the buildings and extend its beneficent work should be readily forthcoming. Donations should be sent to the Appeal Secretary, King's College Hospital, Denmark Hill, S.E.

CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

PROBLEM No. 3676.—By J. C. STACKHOUSE.

BLACK.



WHITE.

White to play, and mate in three moves.

SOLUTION OF PROBLEM No. 3673.—By A. M. SPARKE.

WHITE

1. Q to K B 8th
2. Mates accordingly.

BLACK
Any move.

ANSWERS TO CORRESPONDENTS.

H G B, J V, and OTHERS.—If, in Problem No. 3672, White plays 1. R to R 4th, the reply is 1. B to Kt 2nd, and there is no mate in two more moves.

H L ELLIOT.—If Black play 1. K takes R, 2. Q to R 2nd (mate).

W REILLY (Manchester).—Please send another diagram of your problem.

M F J MANN (Guernsey).—Thanks for further problem. Your No. 3674 was well received.

W MOFFATT (Stroud).—We have replied by post.

CORRECT SOLUTIONS OF PROBLEM No. 3670 received from J W Beatty (Toronto) and J Murray (Quebec); of No. 3671 from H Dee (Milwaukee, Wis., U.S.A.), J Vlasta (Marseille), Devey Farmer, M.D. (Ancaster, Canada), and J W Beatty; of No. 3673 from E P Stephenson (Llandudno), Captain A Challice (Great Yarmouth), J Smees, J Cooper (Bradford), and Sol Cifuentes (Spain).

CORRECT SOLUTIONS OF PROBLEM No. 3674 received from W Reilly (Manchester), G Stillingfleet Johnson (Cobham), J Fowler, Rev. J Christie (Redditch), A H Jones (Colchester), R Worters (Canterbury), W H Taylor (Westcliff-on-Sea), H Grasset Baldwin (Guildford), and J L Berry.

CHESS ON THE CONTINENT.

Game played in a recent International Tournament, between Messrs. ALACHIN and FAHRNI.

(French Game.)

WHITE (Mr. A.)

BLACK (Mr. F.)

1. P to K 4th
2. P to Q 4th
3. Kt to Q B 3rd
4. B to K Kt 5th
5. P to K 5th
6. P to K R 4th

1. P to K 3rd
2. P to Q 4th
3. Kt to K B 3rd
4. B to K Kt 5th
5. K Kt to Q 2nd
6. B takes B
7. R to K sq
8. R to R 6th
9. R to R 4th
10. B to Q 3rd
11. Q to Kt 3rd
12. K to Q sq
13. P to K 4th
14. Q Kt to Q 2nd
15. P to K 5th
16. Q to B 2nd

Unless some underlying flaw is seen, it is always a mistake to do what the enemy obviously wishes to have done. Either P to Q R 3rd, or even P to K B 3rd, could be played with safety.

7. P takes B
8. Kt to R 3rd
9. Kt to B 4th
10. Q to Kt 4th

It enables R to K Kt sq, for instance, and prevents the disastrous consequences of 18. Kt takes Q P. But like many similar moves in such positions, it unlocks as much as it closes, as White's answer shows.

White now gives an instructive exhibition in the art of doing things. Kt takes Q P is here threatened as well as Q takes Kt P.

10. P to K B 4th
11. P tks P (en pas)
12. Castles

18. B takes P
19. Kt takes P
20. Q to Q R 3rd
21. Kt to Q 6th
22. Kt to K 8th
23. Q to Q 6 (ch)

The traditions of the old "Linen Hall," which stood on the site where now stands the magnificent City Hall of Belfast, have proved a happy inspiration to Messrs. Robinson and Cleaver, the famous linen merchants, and they have named their handsome premises in Regent Street "The Linen Hall" of London.



MESSRS. ROBINSON AND CLEAVER'S NEW PREMISES: "THE LINEN HALL" OF LONDON.

The many scattered shops necessitated by the expansion of their business will now be housed under one roof, to the convenience of their innumerable customers; and the new building and its up-to-date methods of business will also be of great benefit to the workers in Ireland. In "The Linen Hall," Regent Street, will be obtainable table damask straight from the Irish looms and bleached on the green fields of Ulster. "The Linen Hall" will be the scene of a big opening sale on Nov. 2.

A Double Safeguard

When buying Worcestershire Sauce, always look for the signature in White

Lea & Perrins

on the Red label, and see also that the name **LEA & PERRINS** is embossed in raised letters on the glass bottle.

Lea & Perrins' label and bottle are copied to such an extent that these precautions are necessary, in order to make sure that you are being supplied with the original and genuine Worcestershire and not one of its many imitations.



BLANKETS for ACTIVE SERVICE.

As winter approaches the necessity for really warm coverings in the trenches is obvious.

We are now producing Blankets on the lines of our famous ULSTER FLEECE RUGS (THE EIDER-DOWN OF CLOTH), made from pure high-grade wool, which gives more bodily warmth than two or more of many of the so-called Army Blankets.

The size is ample (60 x 90 inches), and the colours are Grey, Khaki, Natural and Dark Natural.

Price 18/6

On receipt of 19/6 we will forward one of them, securely packed, to any Officer of the Expeditionary Force.

Our new Linen Hall in Regent Street, London, will be opened on 2nd November with a great opening Sale of Linens, &c.

Robinson & Cleaver
40 D, Donegall Place
BELFAST

156-170, Regent Street, } LONDON.
101-102, Cheapside,
22, Church Street, LIVERPOOL.

All Post Orders to Belfast.

Engraving should be entrusted to an Engraver, not to Jewellers, Booksellers and General Stores. **Seals, Signet-rings, Book-plates, Note-paper-dies, Silver-plate, Visiting-cards, Monumental Brasses, Armorial Windows; Artistic Designing, Heraldic and General, Beautiful Engraving and Printing of every description and for all purposes by**
L. CULLETON, 92, Piccadilly, LONDON.
(A Large Stock of Fob Seals, Desk Seals & Signet Rings.)

OLD FRIENDS ARE BEST.
FLORILINE FOR THE TEETH. Whilst studying economy do not neglect your Teeth and Health. This is a most economical Dentifrice. A few drops produce a most refreshing lather and cleanser.
RENDERS THE TEETH WHITE and ARRESTS DECAY.

RELIEF FOR ALL.
BROWN'S BRONCHIAL TROCHES. Why not try these TROCHES for your sidgely cough? They are the old-fashioned remedy for the alleviation of COUGHS, HOARSENESS, SORE THROAT, BRONCHITIS and ASTHMA. They contain no opiate, and are much appreciated by Singers and Public Speakers.



GOODRICH TYRES

THE HIGH ROAD OF SAFETY.

The Goodrich Safety Tread transmits safety by forming a safety track. No matter what surfaces you are travelling, limestone or flint, macadam or granite or wood, town or country, those five tough rubber fingers are always at grips with the bed of the road. Stopping or starting, they GRIP, swerving or braking, they GRIP, as no other tyres CAN grip. Without loss of speed or resiliency, without increase of weight or cost, they provide you with an ACTIVE SAFETY PRINCIPLE, and are a revelation of security, comfort and durability.

MANUFACTURED BY
THE B.F. GOODRICH CO., LTD.,
117-123, Golden Lane, London, E.C.

All users of motor traction should try **GOODRICH BAND TYRES**, and get the maximum of safety, resilience and durability.

The Safety Track. It Grips!

The tough rubber fingers of the Safety Tread take hold on the first symptom of a skid. They get right down to the bed of the road and grip. They make the brake effective because they stop the skid before it starts. The car is compelled to obey the will of the man at the wheel.

A CLEAN SHAVE

KROPP

RAZOR

NEVER REQUIRES GRINDING

A PLEASURE TO USE

EACH RAZOR IN A CASE OF ALL DEALERS.

BLACK HANDLE, 5/6 **IVORY HANDLE, 7/6**

Bensdorp's Royal Dutch Cocoa

is the queen of all cocoas for strength, aroma, purity

Ask your Grocer for sample, or send for same direct to
BENS DORP'S ROYAL DUTCH COCOA, 31, Eastcheap, London, E.C.

THE CHRONICLE OF THE CAR.

Keep Motoring. Quite a number of motor-car owners have given up using their automobiles for pleasure touring from mistaken motives. It is to combat this unpatriotic course that I pen these lines. "Keep on motoring" should be their motto instead of hiding their cars in their garages. They need have no fears that these will be commandeered; neither need they economise petrol, for there are ample supplies for both public and Government users. As a friend of mine remarked to me at the Royal Automobile Club this week, it is lovely touring the countryside at the present season under ideal climatic conditions. Besides, it helps to circulate money, which is good for everybody. Since the war started, my friend told me, he had used £17 worth of petrol and bought £40 worth of tyres, besides quite considerable payments in expenses, such as hotel bills and other et-ceteras. On all sides we hear that everybody should endeavour as much as possible to carry on their usual life, so as not to upset economic affairs. So all owners of private motor-carriages who can use them ought to, and I hope these remarks will catch the eye of those stay-at-homes who from mistaken patriotic notions are not motoring as usual.

On Wheels. War has produced demands for all sorts of things, some of which are not what the ordinary layman in military matters would have expected. Thus for certain purposes the ordinary push-bicycle has proved more useful than the motor variety. It certainly has increased the sale of the pedal machine, for many of our special constables are finding a cycle an absolute necessity for getting to and from their homes to their post of duty. As for the military side of the question, this seems a war on wheels, as all the despatch-riders are motor-cyclists, the Staff seem always in motor-cars, the transport section of motors grows bigger each day the war continues, and cyclist battalions of scouts have already done yeoman service.

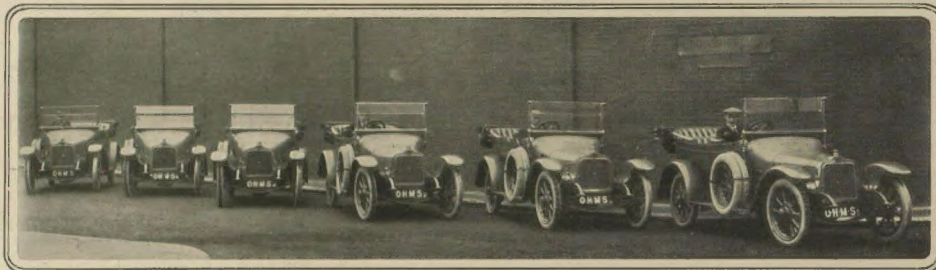
Public Safety. By law no private motorist is allowed to store more than sixty gallons of petrol without a license from the Inland Revenue Authority. Last week, under the Defence of the Realm Act 1914, an Order in Council was issued notifying that "every

place used for the storage of petroleum, turpentine, methylated spirit, wood naphtha, or any other highly inflammable liquid exceeding in the aggregate 100 gallons (other than a storage place sunk below the level of the ground so as to form a pit) shall be surrounded by a retaining wall or embankment so designed and



IN PICTURESQUE WALES: A ROVER BY A LAKE-SIDE

constructed as to form an enclosure which will prevent in any circumstances the escape of any part of the petroleum or other inflammable liquid." Now there are quite a number of private motorists who have never worried much about the sixty-gallon limit, so I think they had better



OFF TO THE WAR OFFICE: PART OF A FLEET OF 15-20-H.P. TALBOTS LEAVING THE TALBOT WORKS. These cars are part of a fleet of Talbots ordered by the Government.

sink a "bomb-proof" shelter for their petrol-supply as soon as possible, as the inspectors who will be coming round to all garages, etc., during the next few weeks won't worry much as to quantities provided that the "moving

spirit" is underground. In the ordinary way this Order does not, of course, affect the private car owner, as it only applies to the keeper of garages, taxi-cab and motor-bus companies, and industrial concerns who store many hundreds of gallons in their depôts. In order to give time to erect or excavate suitable "leak-preventers," no proceedings under this Order will be taken before Nov. 1.

Reliability. Again the Green engine has been awarded the first prize of £5000 in the Naval and Military aeroplane engine competition. Several others were awarded £1000 per engine for running continuously for six hours. I should think the Green people must be glad to know that for two successive years in such competitions for reliability and suitability for all-British aeroplane engines they have taken the first prize. Yet I wonder how many of our war-planes are fitted with British-built engines. Of course, I know there must be some, but it is strange how we do prefer in this country to use foreign goods instead of our own.

New Models. For 1915 the Siddeley-Deasy cars are to be confined to three sizes—namely, the 14-20-h.p., the 18-24-h.p., and the 30-36-h.p., the two former having four-cylinder engines and the latter a six-cylinder motor, all of the Knight sleeve-valve variety, as before. Practically there is little change in the design of these motor carriages from the 1914 cars, but care has been exercised in single-plate clutch to make the driving member as light as possible, to ensure easy gear-changing. All these cars are provided with a 12-volt electric-lighting dynamo outfit of the Rotax Company, and, if desired by the purchasers, with an electric engine-starter as an extra for £25. The worm-drive has been retained, being over-hung in the 14-20-h.p. and under-hung in the 18-24-h.p. size, so evidently this manufacturer sees good results can be obtained in both, and thus stamps upon a controversy that raged when this style of final drive was first generally adopted by the motor industry. All these cars are fitted with four forward speeds and reverse, and a shaft-brake is still fitted, as well as that acting on the drums of the driving-wheels. In the small model the shaft-brake is placed at the end of the worm-shaft, while in the larger ones it is just behind the gear-box.

W. W.

HOW TO HELP TOMMY ATKINS

We cannot all go out to fight, but we can all do something to help our soldiers who are fighting our battles and defending the honour of our native land, and in this way contribute to their well-being and efficiency.

SEND HIM A FLASK OF HORLICK'S MALTED MILK TABLETS



Invaluable to a soldier in the field and most efficient in relieving hunger and thirst and preventing fatigue.

We will send post free to any address a flask of these delicious and sustaining food tablets and a neat vest pocket case in receipt of 1/6. If the man is at the front, be particular to give his name, regimental number, regiment, brigade and division.

Of all Chemists and Stores, in convenient pocket flasks, 1/- each. Larger sizes, 1.6, 2.6 and 11/-.

HORLICK'S MALTED MILK CO.,
SLOUGH, BUCKS.

'Quality' tyres.

DUNLOP

tyres are 'quality' tyres
—through and through.

PRICE is determined by the quality put into the goods. Real value is in turn determined by the service which you get from the goods.

JUDGED by the standard of mileage cost, no tyre has so consistent a reputation for the best value—no tyre is so generally acknowledged to be the best choice—as the Dunlop.

THE complete equipment must include the Dunlop

steel-studded tyre

in order to provide against every condition of road surface which involves risk of skidding. Rubber tread tyres alone cannot give security equal to that afforded when the two kinds of tyre are used in conjunction.

THE DUNLOP RUBBER CO., Ltd., Founders throughout the World of the Pneumatic Tyre Industry, Aston Cross, Birmingham; 14, Regent Street, London, S.W.; Paris: 4, Rue du Colonel Moll.

DUNLOP SOLID TYRES FOR
HEAVY COMMERCIAL VEHICLES.



TRADE MARK.